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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD TRUCKS - PARTS AND SERVICE RECOMMENDATIONS, [part II]

PARKING BRAKE LEVER - 1965-68 "C" Series Trucks

Effective September, 1968, the Orscheln parking brake lever on "C" Series trucks was revised by incorporating an additional spacer and rivet in the slot area between the two support bars. This change was made to reduce the possibility of the bars deforming if the parking brake lever is used as a grab handle when entering the cab.

The new lever is available for service under part number C5TZ-2780-B and can be identified by the presence of a rivet and spacer in the hole shown in Figure 1.

Parking brake levers on vehicles in service may be updated by inserting a spacer between bars and installing a 3/8" bolt and nut in place of the rivet used on production assemblies.

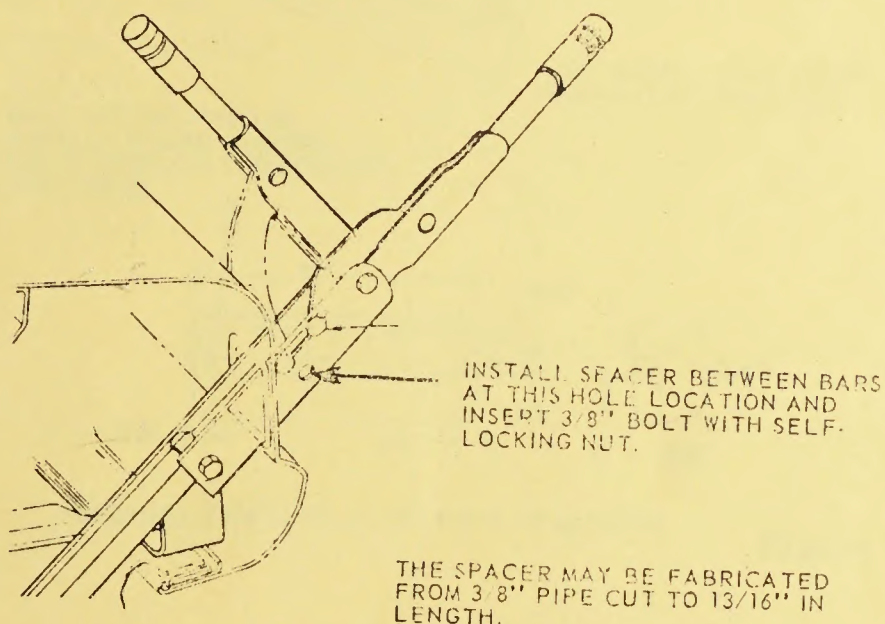


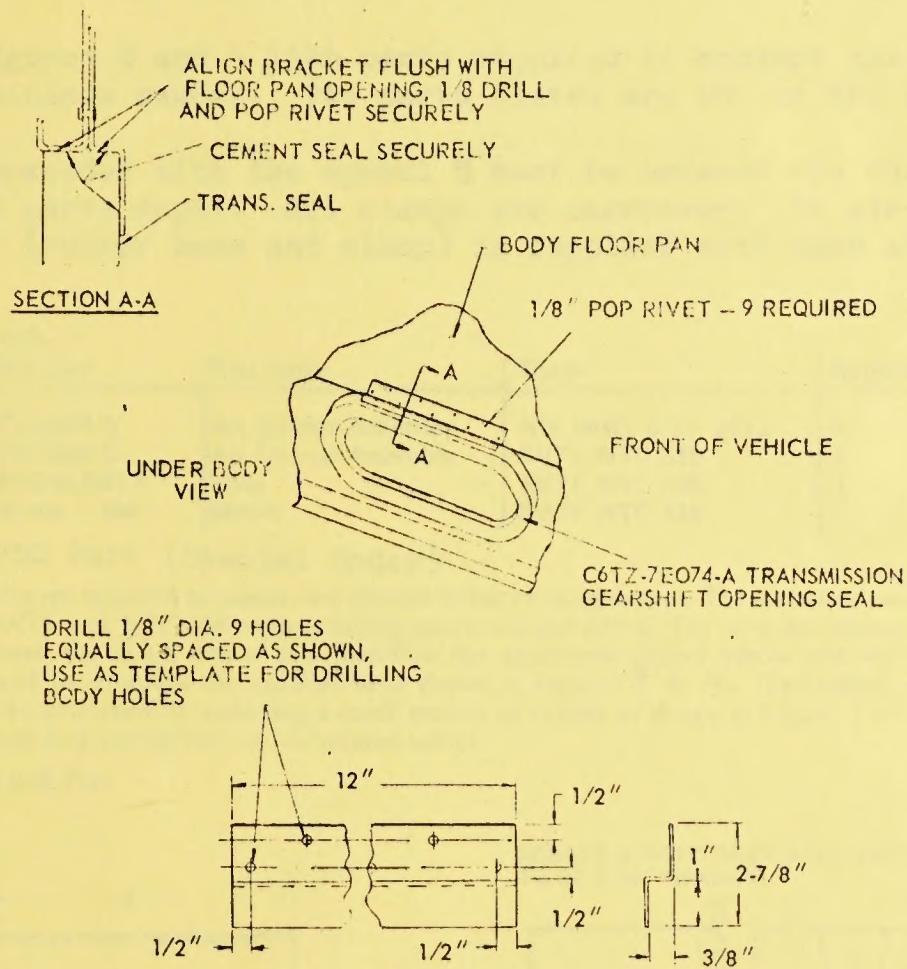
Figure 1 - Parking Brake Lever "C" Series



CAB DIRT ENTRY THRU GEARSHIFT LEVER OPENING - "W" Series Trucks

To correct water and dirt entry into the cab through the transmission gearshift lever opening when the seal is distorted, add a bracket to the underside of the body floor pan to provide additional support for the opening seal. Figure No. 2 includes all necessary information for fabrication and installation of the bracket.

A new opening seal, Part Number C6TZ-7E074-A, may also be required.



MATERIAL: 3-1/4" x 12" x 1/16" STEEL OR ALUMINUM

Figure 2

THE FIRST ENTRY FROM GEARSHIFT LEVEL DOWNWARD - "W" Series (Series 1)

To correct water and dirt entry into the gear through the transmission housing, it is recommended that the seal be changed, and a support for the underside of the drive shaft be provided. Additional support for the housing seal. Figure 1 shows the seal and support for the housing seal and the location of the seal.

A new housing seal, Part Number 1072-1, was also installed.



Figure 1

CONVERSION OF OIL BATH TO DRY TYPE AIR CLEANER SYSTEM - 1966-1/2-7-8 "W" Series Trucks - All Engine Options

As a product improvement, a dry type Donaldson "Cyclopac" air cleaner can be installed to replace the present oil bath air cleaner.

The "Cyclopac" utilizes a two stage filtration principle. The first stage is designed to discharge moisture and large contaminant particles, through an external evacuator valve, before they enter the second stage, which is the actual replaceable air filtration element. Both stages are integrated into a single canister, similar in size to the present oil bath type. Conversion from the present oil bath air cleaner to the "Cyclopac" can be accomplished by using the components listed.

Chart 1 and Figures 3 and 4 list parts required to convert the oil bath air cleaner with minimum rework. The parts listed are DSO or RPO released.

Part numbers preceded with the symbol @ must be ordered via the special order system through parts depot. All clamps are carryover. An air cleaner evacuator protector (rubber hose and clamp) is supplied with each air cleaner assembly.

Chart No. 1 Part Number	Part Name	Usage	Requirements
@C7TS-9600-A	Air Cleaner Assembly	NH, NHC, 6-71, 1673	1
@C7TS-9600-G	Air Cleaner Assembly	8V71, NTC 335	1
@*C8HS-9C681-E	Hose	8V71, NTC 335	1
*Fabricate - See	Sleeve	8V71, NTC 335	1

@ DSO Part (Special Order)

* Parts are required to adopt new cleaner to the existing system. The oil bath cleaner for the 8V71 and NTC 335 engines incorporated a metal elbow. The new dry cleaner does not have the metal elbow and therefore the additional rubber elbow and sleeve are required to complete the installation as shown in Figures 3 & 4. The rubber elbow must be reworked by removing a small section of rubber as shown in Figure 7 to allow the hose to properly fit onto the cleaner outlet.

@ D.S.O. Part.

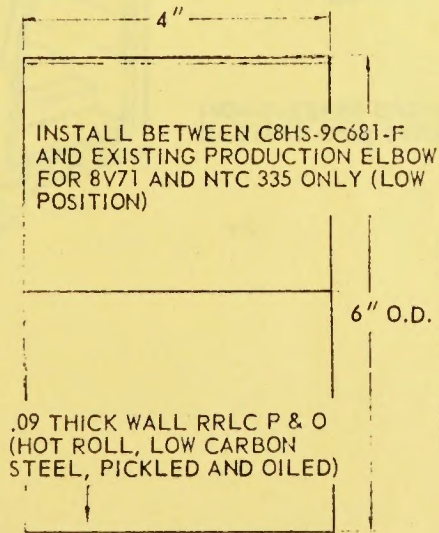


Figure 3

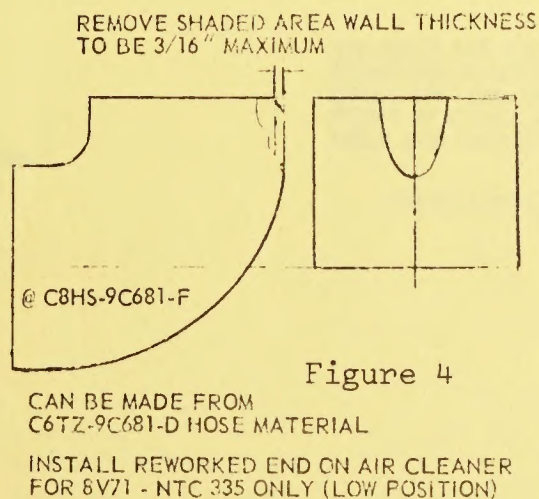


Figure 4

CAN BE MADE FROM C6TZ-9C681-D HOSE MATERIAL
INSTALL REWORKED END ON AIR CLEANER FOR 8V71 - NTC 335 ONLY (LOW POSITION)

As a perfect example, a dry type automatic "backflow" air cleaner can be used to replace the present oil type air cleaner.

The "backflow" utilizes a two stage filtration technique. The first stage is designed to separate oil and large suspended particles, through an external expansion valve, before they enter the second stage which is the actual respirable air filtration element. Both stages are designed to allow air to flow in one direction only, and to prevent oil from flowing back into the "backflow" can be accomplished by using the expansion valve.

Drawings 1 and 2 show a filter canister which is designed to house the oil type air cleaner with various details. The parts listed are 100 or 200 selected.

Part number is provided with the symbol 9 must be ordered via the special order system through parts department. All changes are approved in air cleaner assembly. The motorist (owner) must also be applied with the air cleaner assembly.

Part No.	Part Name	Qty.	Notes
1	Filter Canister	1	
2	Expansion Valve	1	
3	Oil Filter Element	1	
4	Seal Gasket	1	
5	Mounting Bracket	1	

Figure 1 - Air Cleaner Section
 Figure 2 - Filter Canister Detail
 Figure 3 - Expansion Valve Detail
 Figure 4 - Oil Filter Element Detail
 Figure 5 - Seal Gasket Detail
 Figure 6 - Mounting Bracket Detail



Figure 1

"W" SERIES - DOOR INNER PANEL SHEET METAL REPAIRS - 1967-68 "W" Series Trucks

If sheet metal cracks occur at the front and rear belt relief notches of the door inner panels, the following procedure should be used. The production correction which enlarges the radius in the relief notches by removing metal from the vertical and horizontal trim lines was incorporated during July 1968.

1. Remove the door inner upper panel as described in the 1968 Truck Shop Manual, Volume Three, Page 17-54.
2. Drill a 1/8" diameter hole at the termination point of the sheet metal crack.
3. Enlarge and radius the front and rear belt relief notches on the door as shown in Figure 5.
4. Apply arc weld to the drilled holes and the entire length of the cracks.
5. Metal finish and repaint the repaired area as required.

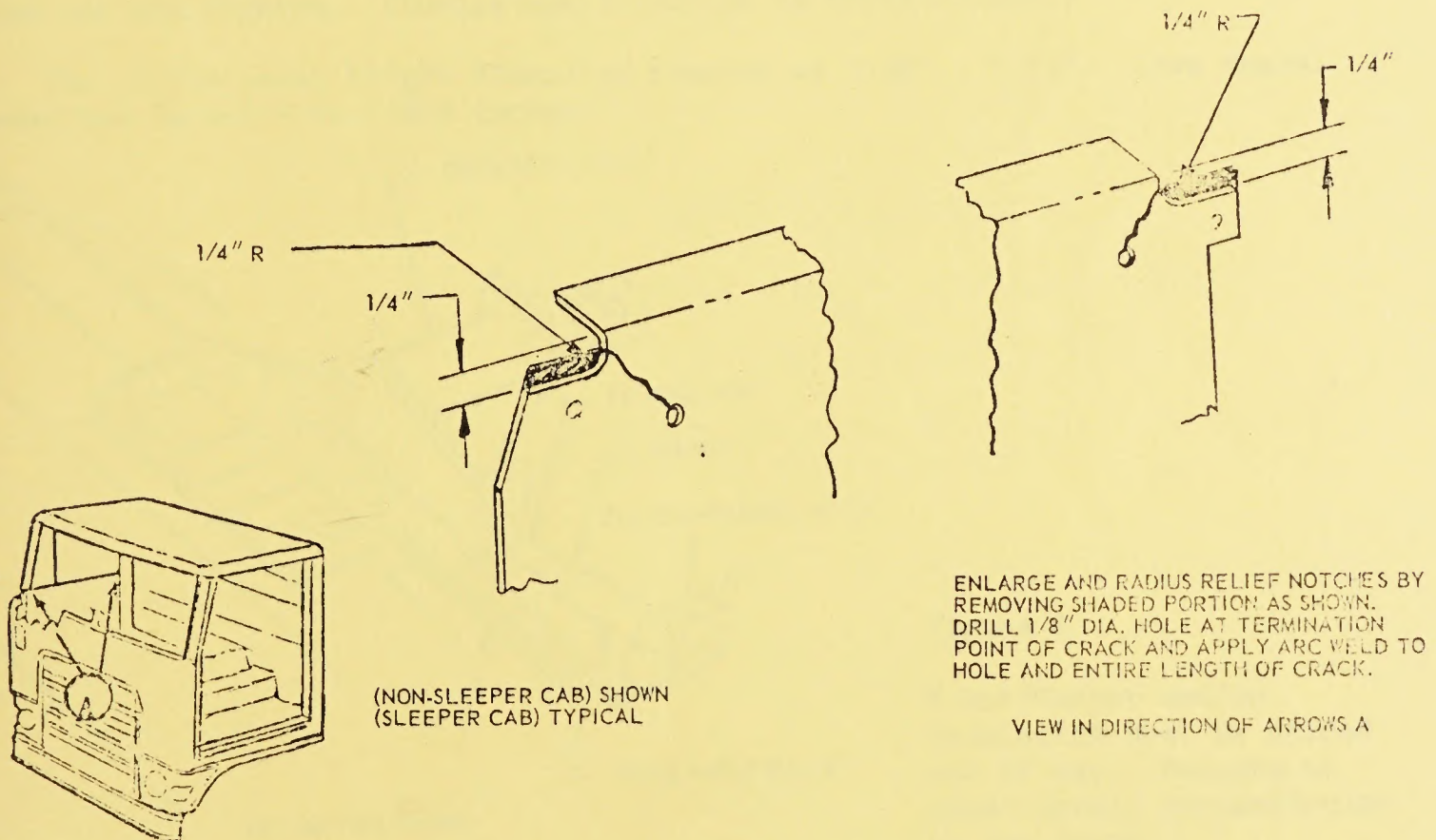


Figure 5

THE STATE OF TEXAS, COUNTY OF DALLAS, this 15th day of May, 1924.

I, the undersigned, a Notary Public in and for the State of Texas, do hereby certify that the within and foregoing instrument is the true and correct copy of the original instrument filed for record in my office on this 15th day of May, 1924.

Witness my hand and the seal of my office at Dallas, Texas, this 15th day of May, 1924.



MANUAL TRANSMISSION CLUTCH ADJUSTMENT - 1968-69 F-100/250/350

The clutch pedal "free travel" at the release rod "bullet" has been revised to .200 inch. To correctly adjust "free travel" follow this procedure:

1. Make sure the retracting spring is attached to the clutch release lever.
2. Loosen jam nut and back off five (5) or more turns.
3. Turn release rod "bullet" lightly against the clutch release lever facing. Use caution not to force "bullet" against the clutch release lever causing it to move against the retracting spring.
4. Place .200" gauge between the release rod "bullet" face and jam nut.
5. Return jam nut against gauge.
6. Remove gauge.
7. Hold jam nut in this position and rotate release rod "bullet" against the jam nut and tighten. (Torque specification is 12/18 ft.lbs.)

NOTE: The clutch pedal height dimension remains at 7.38" - 7.75". Free travel at pedal pad is 1-1/8 to 1-3/8 inches.

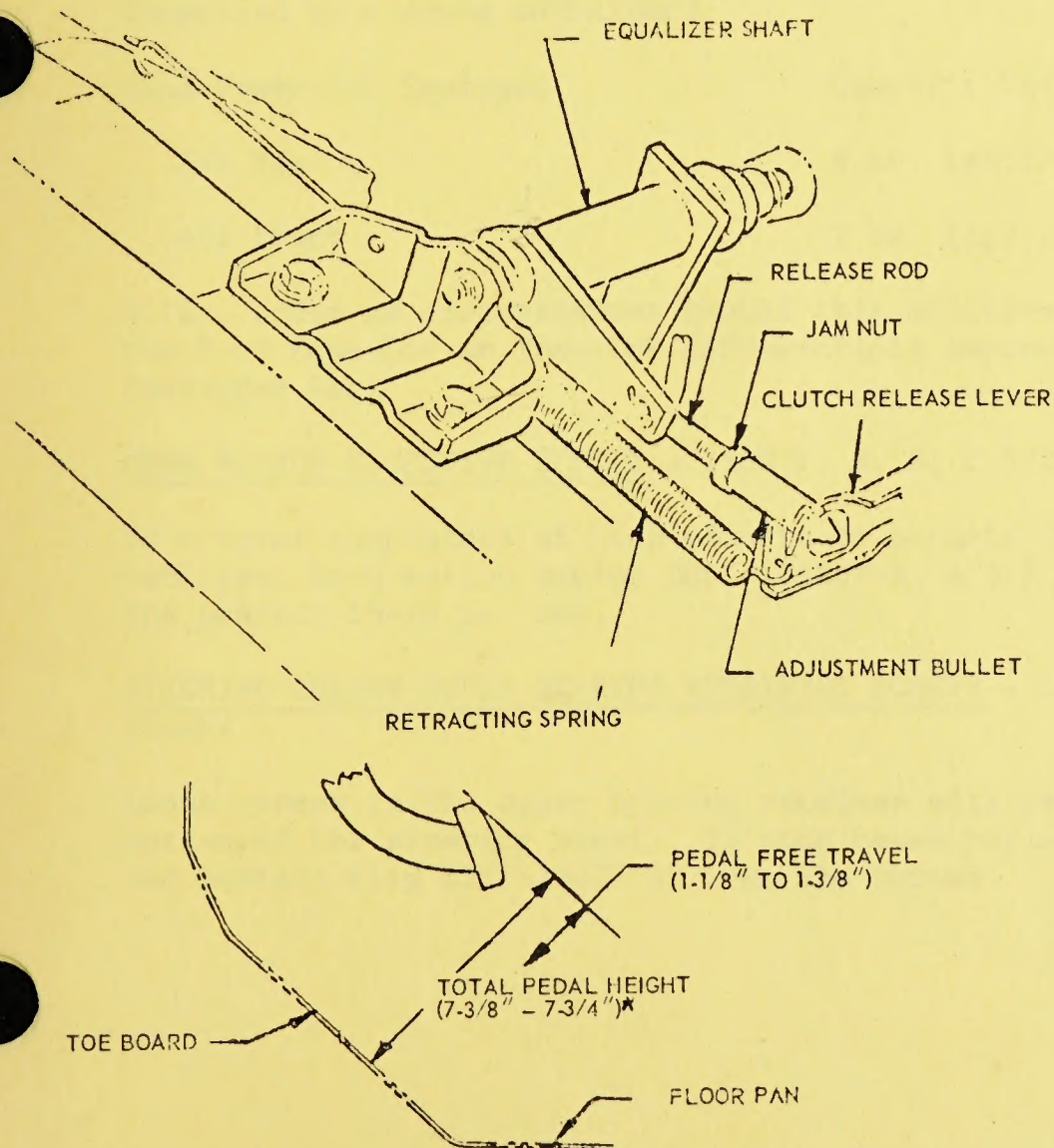


Figure 6

* Mat/Carpet and/or Insulation must be folded out of way. Measure to sheet metal, perpendicular to toe board.

The clutch pedal "free travel" as the release rod "bolts" has been revised to 100 mm. In correctly adjusted "free travel" follows this procedure:

1. Place the retaining spring in relation to the clutch release lever.

2. Measure the nut and lock off five (5) on each turn.

3. Turn release rod "bolts" tightly against the clutch release lever. Loosen the clutch rod to force "bolts" against the clutch release lever causing it to move against the retaining spring.

4. Place "500" gauge between the release rod "bolts" face and the nut.

5. Rotate the nut against gauge.

6. Measure gauge.

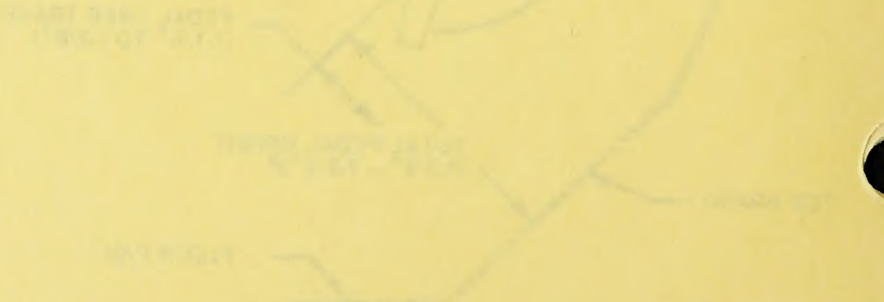
7. Note nut is in this position and release rod "bolts" against the nut and tighten. Torque specification is 10-15 ft. lbs.

NOTE: The clutch pedal height dimension remains at 2' 10" - 2' 11". Free travel at pedal pad is 1-1/4 to 1-1/2 inches.



Figure 2

4. Measure the nut and lock off five (5) on each turn. Turn release rod "bolts" tightly against the clutch release lever. Loosen the clutch rod to force "bolts" against the clutch release lever causing it to move against the retaining spring. Place "500" gauge between the release rod "bolts" face and the nut. Rotate the nut against gauge. Measure gauge. Note nut is in this position and release rod "bolts" against the nut and tighten. Torque specification is 10-15 ft. lbs. NOTE: The clutch pedal height dimension remains at 2' 10" - 2' 11". Free travel at pedal pad is 1-1/4 to 1-1/2 inches.



CARGO DOOR OPENING AND CLOSING SEQUENCE - 1969 Econoline - All Models

To prevent Econoline cargo door damage from improper closing or opening practices when operating both side or both rear cargo doors, the front side and right rear cargo door (that with the outside handle) must always be opened first and closed last.

PICK-UP BOX TILT OR VEHICLE LEAN - 1968 F100/250 4 x 2

Cab to pick-up box tilt or objectionable vehicle lean can be corrected by adding shim (Part No. C5TZ-5355-A) under the front coil spring lower seat 5A307. Refer to Figure 12, Page 3-20, Group 3, 1968 Ford Truck Shop Manual. The shim is positioned over the radius arm bolt and lock nut with the narrow "tang" rearward. No more than two (2) shims should be installed per side.

DANA POWER-LOK AXLE CHATTER - 1967-68 F-100, 250 & 350, F-100 & 250 4 x 4; P-350, 3500, 400 and 4000 U-100 and 1969 E-300

Driving front and/or rear axle chatter on the subject vehicles equipped with Dana Power-Lok differentials can be corrected by adding friction modifier, EST-M2C118-A (C8AZ-19B546-A), D.A. Stuart Oil Company No. FM-333, to the axle lubricant. Under no condition should ESW-M-2C58-A (C1aa-19B546-A) be used.

Listed are the axle applications and the amount of C8AZ-19B546-A required. (Supplied in 4 ounce container)

Dana Power-Lok Equipped	Quantity C8AZ-19B546-A
All Rear	4 oz. (entire amount of container)
All Front	2 oz. (1/2 amount of container)

NOTE: Under no circumstances should this additive C8AZ-19B546-A be added to the Ford Equa-Lok or Trac-Lok differentials currently used in the F-100 and Passenger Car.

HORN BUTTON EXCESSIVE EFFORT - 1968 F, N, B, C 500-1000 and "W" Series Trucks

To correct complaints of high efforts to actuate the horn button on subject vehicles, horn button spring CODF-13A807-B, a 5-7 lb. can be used to replace the present 19-22 lb. one.

STEERING COLUMN UPPER BEARING RETAINING SCREWS - 1967-68 F-B-500-750 Series Trucks

Loose screws in the upper bearing retainer will permit slight up and down motion of the steering wheel. In such cases replace the screw 382394-S100 and install clip C1TF-13377 AP over the screws.

DATA POINTS AND OTHER INFORMATION - 1982-1983

The present investigation was conducted to determine the extent of the problem of... (text is mirrored and difficult to read)

RESEARCH DESIGN AND PROCEDURES

The study was conducted in two phases. The first phase involved the collection of... (text is mirrored and difficult to read)

RESULTS AND DISCUSSION

The results of the study indicate that there is a significant relationship between... (text is mirrored and difficult to read)

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of this study, it is recommended that... (text is mirrored and difficult to read)

Further research is needed to explore the underlying causes of... (text is mirrored and difficult to read)

REFERENCES

1. Smith, J. (1980). The effects of... (text is mirrored and difficult to read)

APPENDIX

Table 1: Summary of... (text is mirrored and difficult to read)